

CLAIMS

What is claimed is:

1. A tonneau system for a cargo box of a vehicle, said tonneau system comprising:

a support frame connectable to the cargo box;

a cover spanning said support frame, said cover being positionable in a tensioned position and an untensioned position;

a bow member operably coupled to said cover, said bow member being moveable between a first position and a second position in response to said movement of said cover between said tensioned position and said untensioned position; and

a retaining member operably coupled to said support frame, said retaining member retaining said bow member when said bow member is in said first position and releasing said bow member when said bow member is in said second position.

2. The tonneau system according to Claim 1 wherein said support frame comprises:

a head rail assembly;

a pair of side frame rail assemblies; and

a rear frame rail assembly.

3. The tonneau system according to Claim 2, further comprising:

an adjustment beam mechanism operably coupled between said head rail assembly and at least one of said pair of side frame rail assemblies, said adjustment beam mechanism having a cantilever member biasing said fabric cover into said tensioned position.

4. The tonneau system according to Claim 2 wherein said rear frame rail assembly comprises:

a rear bracket member operably coupled with said cover, said rear bracket member being pivotable between a lowered position and a raised position said cover in said tensioned position and said untensioned position, respectively.

5. The tonneau system according to Claim 1 wherein said retaining member comprises:

a block portion having an arcuate receiving section formed therein, said arcuate receiving section being sized to operable receive and retaining said bow member against generally vertical movement.

6. The tonneau system according to Claim 5 wherein said block portion further comprises:

a tab member slidably received within said support frame, said tab member cooperating with said support frame to oppose rotation of said block portion relative to said support frame.

7. The tonneau system according to Claim 1 wherein said bow member is generally cylindrical in cross section.

8. The tonneau system according to Claim 1 wherein said retaining member comprises:

a planar section; and

an arcuate receiving section extending from said planar section, said arcuate receiving section being sized to operable receive and retaining said bow member against generally vertical movement.

9. The tonneau system according to Claim 1 wherein said bow member comprises:

a bow channel;

an elongated member; and

a portion of said cover surrounding said elongated member;

said elongated member being slidably received within said bow channel to capture said portion of said cover within said bow channel to operably couple said cover to said bow member.

10. A tonneau system for a cargo box of a vehicle, said tonneau system comprising:

a head rail assembly;

a pair of side frame rail assemblies;

a rear frame rail assembly;

a cover spanning said head rail assembly, said pair of side frame rail assemblies, and said rear frame rail assembly, said cover being positionable in a tensioned position and an untensioned position;

a bow member operably coupled to said cover, said bow member being moveable between a first position and a second position in response to said movement of said cover between said tensioned position and said untensioned position; and

a retaining member operably coupled to said support frame, said retaining member retaining said bow member when said bow member is in said first position and releasing said bow member when said bow member is in said second position.

11. The tonneau system according to Claim 10, further comprising:

an adjustment beam mechanism operably coupled between said head rail assembly and at least one of said pair of side frame rail assemblies, said adjustment beam mechanism having a cantilever member biasing said fabric cover into said tensioned position.

12. The tonneau system according to Claim 10 wherein said rear frame rail assembly comprises:

a rear bracket member operably coupled with said cover, said rear bracket member being pivotable between a lowered position and a raised position said cover in said tensioned position and said untensioned position, respectively.

13. The tonneau system according to Claim 10 wherein said retaining member comprises:

a block portion having an arcuate receiving section formed therein, said arcuate receiving section being sized to operable receive and retaining said bow member against generally vertical movement.

14. The tonneau system according to Claim 13 wherein said block portion further comprises:

a tab member slidably received within said support frame, said tab member cooperating with said support frame to oppose rotation of said block portion relative to said support frame.

15. The tonneau system according to Claim 10 wherein said bow member is generally cylindrical in cross section.

16. The tonneau system according to Claim 10 wherein said retaining member comprises:

a planar section; and

an arcuate receiving section extending from said planar section, said arcuate receiving section being sized to operable receive and retaining said bow member against generally vertical movement.

17. The tonneau system according to Claim 10 wherein said bow member comprises:

a bow channel;

an elongated member; and

a portion of said cover surrounding said elongated member;

said elongated member being slidably received within said bow channel to capture said portion of said cover within said bow channel to operably couple said cover to said bow member.

18. A method of latching a tonneau cover of a vehicle, said method comprising:

pivoting a rear bracket member to a lowered position, said rear bracket member being coupled to a cover, said cover being coupled to a bow member extending cross-vehicle, said pivoting of said rear bracket member applying a tensioning force to said cover thereby translating said cover in a first direction, said translating of said cover in said first direction causing said bow member to operably engage a retaining member coupled to the vehicle.

19. The method according to Claim 18, further comprising:

applying a biasing force to the cover via a biasing member to maintain said tensioning force.

20. The method according to Claim 18, further comprising:

pivoting said rear bracket member to a raised position to release said tensioning force thereby translating said cover in a second direction, said second direction being opposite of said first direction thereby releasing said bow member from said retaining member.